1:Stanford U. S-4, 5 1956 AF16 SWChina
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434 the demands of the Communist cadres. In many cases farmers found it impossible to feed themselves and their families. In urban areas the per capita ration was too small for the maintenance of minimum subsistence standards.

## VII. TRADE FAIRS

543 443 438 In order to stimulate trade and facilitate the interflow of commodities between the urban and rural areas, the Chinese Communists have held a number of "Local Produce Fairs" in most of the principal cities throughout Southwest China. Some of the more notable fairs held in 1952 are shown in the following table:

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Table 7. Local Produce Fairs in Southwest China, 1952. *

| Fair | Location | Trading Volume (Million) |
|---|---|---|
| Southwest Commodity Fair | Chungking | ¥566,600 ($22.7) |
| Ch'wanfei Third Native Products Fair | Nanchung | ¥205,900 ($ 8.2) |
| Ch'wannan Commodity Fair | Lu-hsien | ¥107,600 ($ 4.3) |
| Ch'uansi Commodity Fair | Chengtu | ¥ 73,000 ($ 2.9) |
| Yunnan Second Commodity Fair | Kunming | ¥ 69,600 ($ 2.8) |
| Kweichow Native Products Fair | Kweiyang | ¥ 34,900 ($1.4) |
| Kweiyang Municipality Native Products Fair | Kweiyang | ¥ 74,000 ($2.9) |

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| | |
|---|---|
| Total | ¥1,248,500<br>($49.9) |

* Economic Weekly, Shanghai, May 28, 1953, No. 28, p. 7.

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543 In 1952, the total trade volume of
443 these fairs amounted to US$49,900,000, of
438 which the fair in Chungking, the commercial center of the region, accounted for approximately 45 per cent.

## CONCLUSION

000 The Communists plan intensive development of railway and highway transportation in Southwest China. The completion of the Chengtu-Chungking Railway was of considerable importance to the utilization of the industrial and agricultural resources of Szechwan Province. The completion of the Pao-chi--Chengtu Railway will link the Southwest with the Northwest and will be of great strategic value to the Communists in case of war.

At the time of the building of the Chengtu-Chungking Railway, a number of cases involving the corruption of Party cadres were brought to light. Many cadres accepted bribes from contractors who were anxious to sell the government inferior materials or who had economized by doing a shoddy job of construction. These practices, according to the Communists, accounted for the collapse of several bridges shortly after completion.